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Part 5

THE

LAKE SUPERIOR

REGION

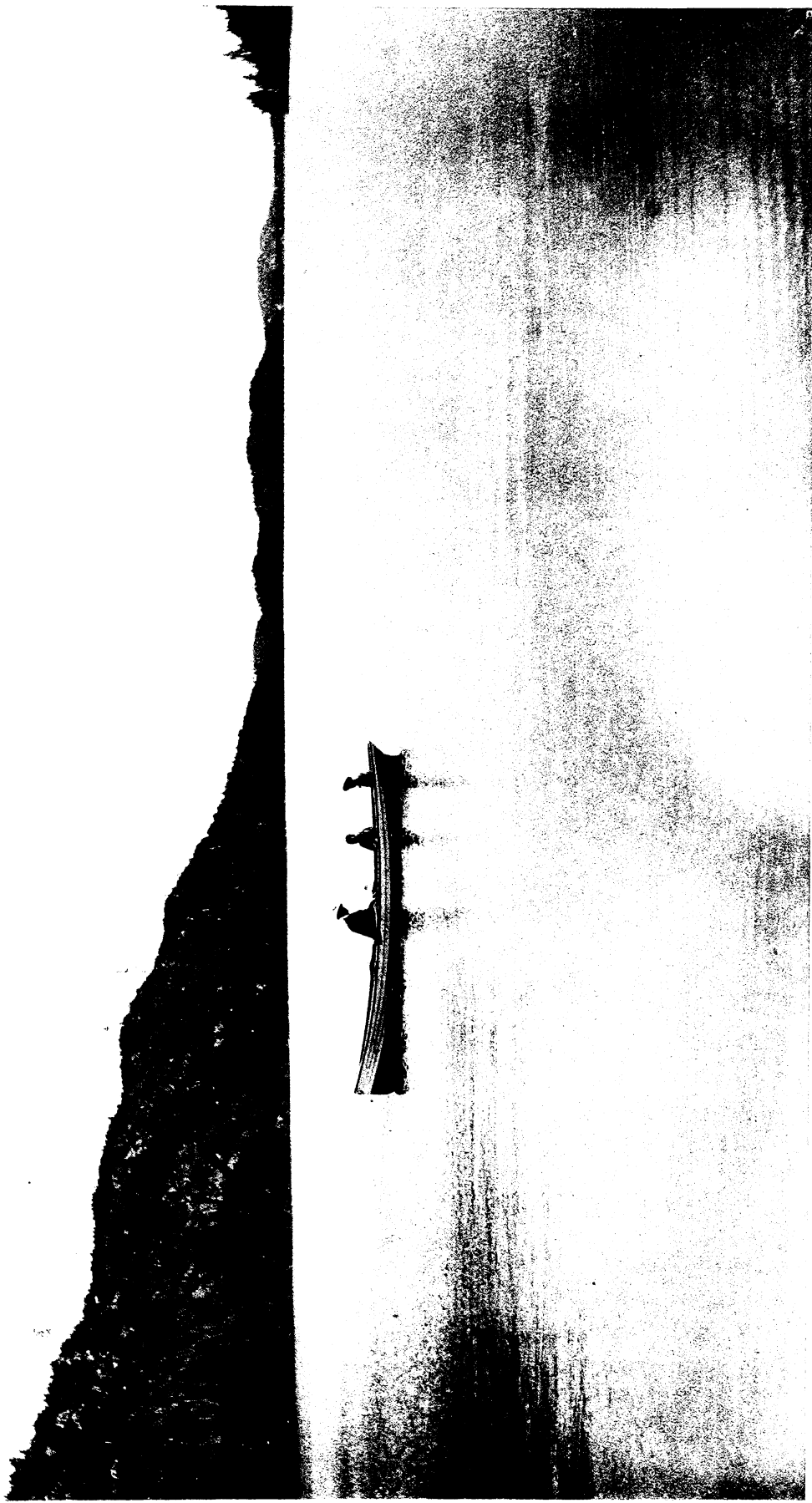
From the Library of
William Neely of Negaunee
Presented by his daughter
Mrs. Oscar Hanson of Bessemer



FALLS ON WEST BRANCH OF CHOCOLAY RIVER.



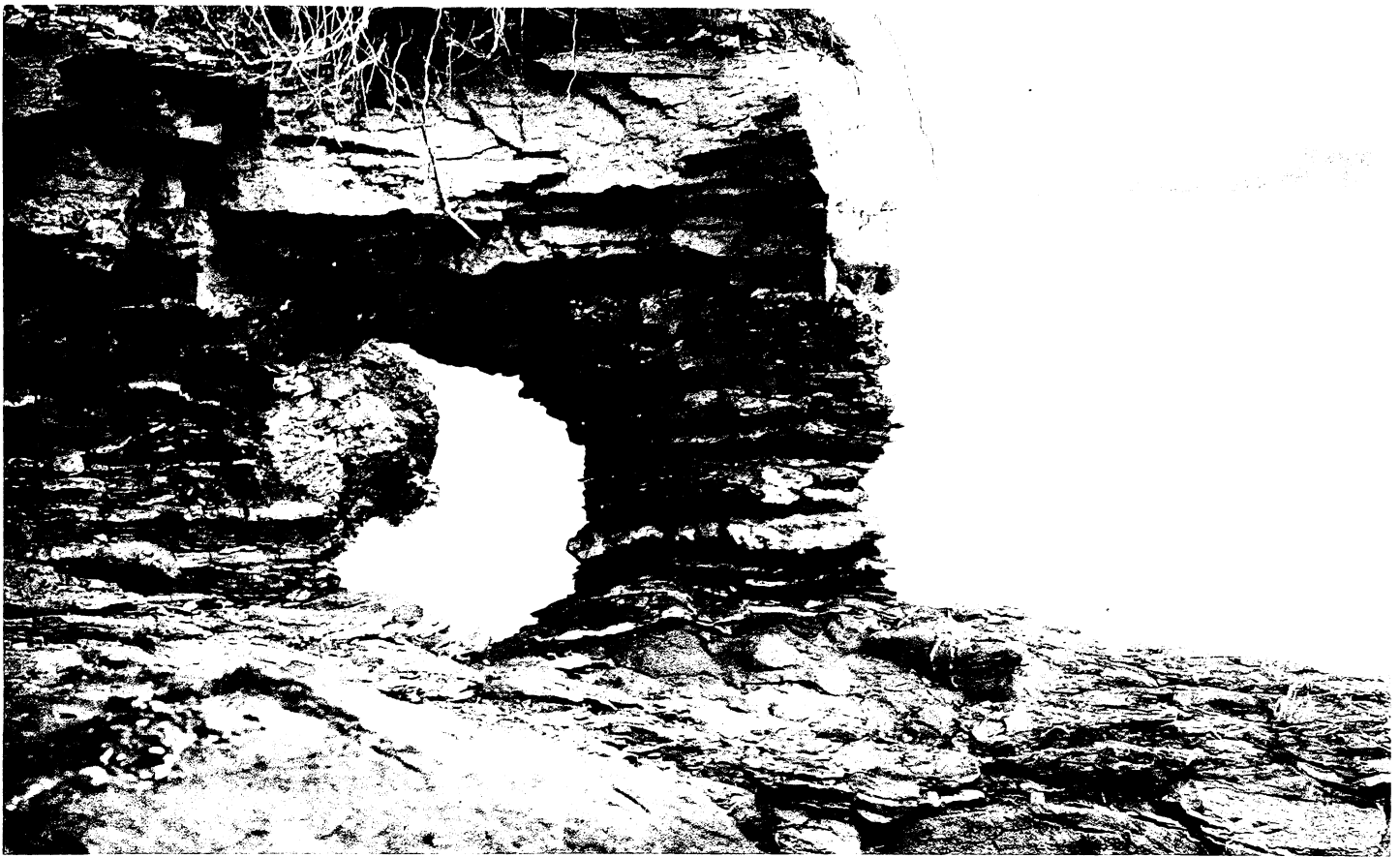
SCENE AT EAGLE HARBOR.



SCENE ON TEAL LAKE—ISHPEMING.



LIGHTHOUSE POINT—MARQUETTE.



ARCH ROCK, PRESQUE ISLE.



SCENE AT PRESQUE ISLE.



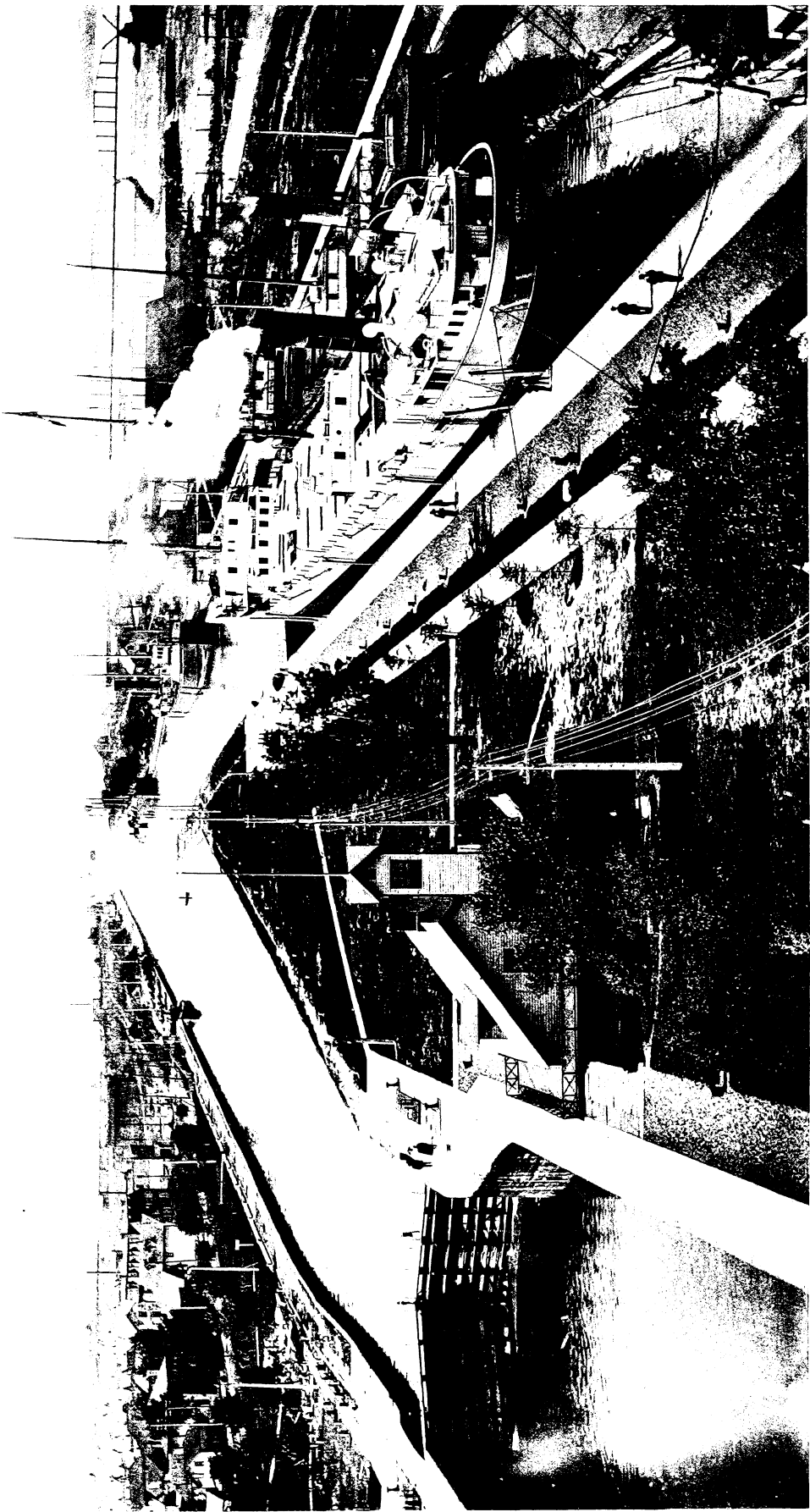
SCENE ON THE ST. MARIE RIVER SHOWING ISLANDS—SAULT STE. MARIE.



SCENE AT LAC LA BELLE.



SCENE AT PICTURED ROCKS.



VIEW OF LOCKS AT SAULT STE. MARIE.

The Franklin was building its stamp mill, and the Pewabic, Huron, and Isle Royal were working. Many lesser mines had been already abandoned, after having swallowed thousands of dollars. Tugs and small steamers were running about the lakes, and bays, bringing up freight and passengers from the Entry, where they were transferred from the large steamers, and all was bustle and business.

The enterprise of Marquette County, as early as 1851, had projected a railroad, and in '57 the Iron Mountain Railroad was finally completed as far as the Lake Superior Mine. It is still in operation, having had many extensions, consolidations, and names. It now reaches to Calumet, and as far west as the Straits, but it is the same line, and road, none the less.

The Jackson, Cleveland, and Lake Superior Mines were making good shipments of iron. Marquette, as well as Houghton and Hancock had been platted. Schools, and churches were everywhere springing up, and increasing in numbers and attendance. The Lake Superior Journal which was born in Copper Harbor in '46, was growing up under a new name in Marquette. The Portage Lake Gazette was fully established in Houghton, and the short-lived Keeweenaw Times was struggling at Eagle Harbor. But all was still very, very new.

By 1875 great changes had taken place. Keeweenaw County, like Ontonagon County, was almost dead in a mineral sense, and was turning its attention to agriculture. Houghton had grown vigorous; the Calumet and Hecla located in 1865, were paying good dividends; the Osceola had begun work; the Quincy was an old standby; the Tamarac was not yet thought about, but otherwise the producing mines differed very little from those of 1898. A railroad connected Hancock and Calumet; Lake Linden was beginning to grow up around the Calumet and Hecla Stamp mill at Torch Lake; a bridge was in process of building between Hancock and Houghton; and The Portage Lake Ship Canal had been finished, cutting off one hundred and fifty miles of the roughest part of the water route to Duluth. A railroad had pushed through as far as L'Anse where the steamer Ivanhoe in summer, and a daily stage in winter connected with it. The mail came daily, now. Travel had increased, and the steamers now carried only those who had time and loved the water—less than a third of those who came and went. A very few people were building permanent homes, but the mass of them were still looking forward to a home elsewhere. Though the country had now all the comforts of life, it was still rough in appearance—a land of Nature unadorned, and shorn of many of her natural charms.

In 1898 we are a part of the great world. A bridge spans Portage Lake; there are morning trains and night trains; palace cars carry one from Calumet east or west; the cold storage car brings the latest delicacy for the table; electric lights are indoors and out; the telegraph brings the news from Manila in an hour; and the telephone makes the whole country one neighborhood. Many and fine buildings, Churches, High schools, Library buildings and residences are everywhere. Ornamentation is the order of the day. It is a land of homes, and the wealthiest part of the Union. Nowhere is the laborer so respected, and nowhere does he better repay the consideration he receives than in the copper region. The iron section is less prosperous, but the copper country is the laborers paradise, for hard times are unknown.

